

Dec. 22

Dec. 22

Dec. 22

256

blocks attached to these ran the wire warps from the powerful steam winch just forward of the pilot house to the "otter boards," one hanging from each "gallus." These boards, 11 1/2 feet long by 3 1/2 feet high, heavy and steel bound, weighing 750 pounds, are used to guide the trawl along the sea bottom and at the same time by drawing against the water prevent the mouth of the huge net from closing.

At the word of Fishing Captain Hool the winch commenced to turn and the "otter boards," fore and aft, were lowered into the water. Then the crew lay hold to heave the trawl by the board. The whole mass immediately sank beside the motionless steamer and little by little the warps were reeled out just as a trout angler reels out his line, until the invisible trawl was towing far astern.

When sufficient warp had been let out to insure the trawls dragging on the bottom, a long hook-tipped line called a "jibon" was run down one warp, crossed over the other, and then the two were brought together and made fast. Two toots of the whistle and the Spray churned ahead at full speed.

The simplicity of the thing struck the crew forcibly. Not one of them but had recollections of blinding snow storms when the schooner was lost to sight and the fierce wind of a sou'easter lashed the freezing water over them. This was much different.

With the trawl overboard, the most strenuous task was to make ready to haul in. This is even more of an event than "shooting" the net. When the fishing skipper decided the trawl was long enough out he gave the word, and amid more creaking of winches the warps were gradually shortened until the ends of the trawl attached to the other boards arose dripping and shot into place alongside the "galluses."

Then, by means of a guide rope, the crew hauled the edge of the trawl over the rail, and laying hold, they yanked the heavy trawl "otter" to the deck. Then every eye on board was strained to catch sight of the "bag." It was the psychological moment, and even "Irish" Patrick O'Brien, the fireman, shivering in a thin undershirt, stood by with expectant face.

And nobody was disappointed, for with the first faint view of the "bag" there was many a gleam of a white belly, betokening fish. The "bag" was brought to the surface and hauled in until nothing but the heavy fish clinging end remained overboard. Then the "jibon" was again brought into use and fastened around the neck of the bag.

Then with the help of the winch and amid lusty cheers from the crew, the Spray landed her first bag of fish. Pulled forward and over by the "jibon," the bag swung over one of the many "checkers" or tubs on the main deck. One of the crew ran forward and joined the trick rope at the bottom of the bag, and with much flopping and splashing a fine mess of fish fell on the deck.

Such a conglomeration fishermen have seldom seen. There were quantities of cod and haddock with many wonderfully large and fat flounders. There were vicious looking sculpins, shark-like dogfish, huge, ugly skates and here and there a great flabby, green-eyed "monk fish" or goose-fish with a mouth large enough to swallow the boat, lined with needle-pointed teeth. On the ugly visage of that monster fish there seemed really to be an expression of deep surprise, surprise that he, the champion swallower, should, at last, have been swallowed himself. Then there were squid and pretty butter fish and odds and ends of brine growth, both fauna and flora, much of which had never been seen before by many of the crew.

With the fish on the deck work commenced in earnest. The trawl was again "shot" and the crew armed with forks started to sort fish. Cod, haddock and flounders were preserved, while the others went overboard with many an unfriendly remark on the part of the fishermen.

After fishing off Chatham light and getting one good bag, the trawler met with her first mishap. The trawl had been down for about half an hour, when there came a terrific jerk at the warps, almost bringing the slow steaming vessel to a stop. She was immediately brought to and the trawl was hauled in. Then the damage was seen.

Ripped and torn by some fearful obstruction the net hung frayed and torn. Examination of small particles of wood clinging to the meshes led the English fishermen to believe that the trawl had run foul of some long submerged wreck.

A rough sea had come up and the little Spray was given her first taste of the Atlantic's anger. She stood it well, riding the seas as well as a schooner, and although she rocked considerably, it was the general opinion that this would be overcome by additional ballast.

There wasn't a schooner in sight; everything excepting the staunch Spray had put for port. Headed for Martha's Vineyard, the Spray struck a speed of less than nine knots, the crew working hard to mend the nets. Before she had made many miles a flange on the boiler blew out. The pumps were set to work to clear the engine room of water, waste, scraps and ashes.

The outlook was other than cheerful in the heavy sea that was running, but after a long run under half speed the Spray made an anchorage off Cottage City. Monday morning before daylight the steamer hove anchor, and, bearing away past the point where the ill-fated South Shoal lightship went down, ran on to the Georges Banks. After fishing with fair luck until Wednesday night, the Spray put about and stood away to Provincetown to refit.

She had just cleared the shoal waters of the dreaded bank when that southeaster, which lasted the greater part of Thursday, set in.

Facing this the little steamer made good headway, and even stopped to drop a trawl off Cape Cod with a sea running such as put fishing for schooners entirely out of the question.

After dragging for two hours, during which the storm increased, the trawler hove to in half a gale to ship her nets with seas running over the decks, the crew hove in the trawl only to find that a bed of clinging, crawling "sea spiders" had enveloped the entire net, while some other deep sea obstruction, possibly another wreck had carried away the greater portion of the trawl.

After refitting at Provincetown the Spray will sail early today for Chatham and Georges and it is the opinion of her skipper and Capt. Hool that in at least three days she will have a full fare of fish.

While the Spray is as yet new and her machinery stiff, the work she has already accomplished has been sufficient to make it reasonably sure that steamers of her type will prove completely successful in deep sea fishing in this country.

Capt. Malone, while he will not make a definite statement, is far from being discouraged with the steamer's work, and the unanimous opinion of experienced fishermen aboard of her is that she will revolutionize the fishing in American waters.

Sch. Mary E. Silveira, 4000 haddock.  
Sch. Mary Cabral, 6000 haddock, 300 cod.  
Sch. Moanam, 8000 haddock, 3000 cod, 8000 Lake.  
Sch. Flayilla, 6000 haddock, 6000 hake.  
Sch. Thomas L. Gorton, 30,000 haddock, 10,000 cod.  
Sch. Ida M. Silva, 5000 haddock, 2000 cod, 10,000 hake.  
Sch. Manbasset, 17,000 haddock, 8000 cod.  
Haddock, \$2 to \$2.62 1-2; large cod, \$2.75 to \$3.50; market cod, \$1.75 to \$2; hake, \$1 to \$2.

#### Fishing Fleet Movements.

Schs. Tartar and Titania arrived at Causo on Tuesday, and sch. William Matherson arrived at Port Hawkesbury the same day.

#### The Magdalen Islands.

The Magdalen Islands are situated in the centre of the Gulf of St. Lawrence, 50 miles from Prince Edward Island, about 60 from Cape Breton and about 150 from New Brunswick. The group consists of some thirteen islands. Their extreme length is about 53 miles. Discovered in 1534 by Jacques Cartier. Admiral Coffin obtained a grant of them in 1789.

The climate in July, August and September is considered to be the finest in Canada. Population is about 7000, mostly French Acadians, whose occupation is fishing and farming. Probably the best fishing grounds in the world, the islands export about \$300,000 worth of fish stuffs.

The mineral resources are varied but undeveloped as yet. Over 120 varieties of birds are found on the island. Communication is by submarine cable and the semi-weekly mail service of the Magdalen Islands Steamship Company. The principal islands have landing piers built by the Canadian government at a total cost of over \$100,000.

#### DAILY TIMES FISH BUREAU.

##### To-day's Arrivals and Receipts.

Sch. Selma, via Boston.  
Sch. Belbina P. Domingoes, shore.  
Sch. Evelyn L. Smith, shore.  
Sch. Lucania, via Boston, 25,000 lbs. fresh fish.  
Sch. Maud F. Silva, via Boston.  
Sch. Monarch, via Boston.  
Sch. Fitz A. Oakes, shore.  
Sch. Maud F. Silva, via Boston.  
Br. sch. Terence E. Lockwood, Bay of Islands, N. F., 1400 bbls. salt herring.

##### Today's Fish Market.

These prices are based on the last known sales.  
Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.  
Salt trawl Georges codfish, \$5 for large, 4.00 for medium.  
Salt hake, \$1.75.  
Salt haddock, \$1.75.  
Salt cusk, \$2.50.  
Fresh haddock, \$1.20.  
Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.  
Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.  
Fresh pollock, 70 cts. per cwt.  
Newfoundland salt herring, in bulk, \$4.50 per bbl.  
Newfoundland salt herring, barrelled, \$5.75 per bbl.

##### Boston.

Sch. Walter P. Goulart, 6000 haddock, 1000 cod.  
Sch. Mary A. Whalen, 18,000 haddock, 9000 cod, 10,000 hake.  
Sch. Teresa and Alice, 4500 haddock, 500 cod, 3000 hake.  
Sch. Juniata, 10,000 haddock, 4000 cod.  
Sch. John M. Keen, 4000 haddock, 1000 cod, 1000 hake.

Dec. 23

#### DAILY TIMES FISH BUREAU.

##### To-day's Arrivals and Receipts.

Sch. Susan and Mary, via Boston, 35,000 lbs. fresh fish.  
Sch. Thomas S. Gorton, via Boston.  
Sch. Moanam, via Boston.

##### Today's Fish Market.

These prices are based on the last known sales.  
Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.  
Salt trawl Georges codfish, \$5 for large, 4.00 for medium.  
Salt hake, \$1.75.  
Salt haddock, \$1.75.  
Salt cusk, \$2.50.  
Fresh haddock, \$1.20.  
Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.  
Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.  
Fresh pollock, 70 cts. per cwt.  
Newfoundland salt herring, in bulk, \$4.50 per bbl.  
Newfoundland salt herring, barrelled, \$5.75 per bbl.

##### Boston.

Sch. Arthur Binney, 40,000 haddock, 1500 cod.  
Sch. Elmer E. Gray, 8000 haddock, 6000 cod, 16,000 hake, 8000 cusk.  
Sch. Almeida, 1000 haddock, 9000 cod, 500 hake.  
Beam Trawler Spray, 8000 haddock, 1500 cod, 2000 trash.  
Sch. Juno, 27,000 haddock, 20,000 cod, 7000 hake.  
Sch. Thomas A. Cromwell, 9000 haddock, Haddock \$2 to \$2.50, large cod \$2.75 to \$3, market cod \$1.50 to \$1.75.



## PANNED OUT POORLY.

### Steam Trawler Spray at Boston from Maiden Trip.

Out a Week and Has Only 12,000 Pounds of Fish.

The steam otter trawler Spray, after being out just a week, arrived at Boston today from her maiden trip with a very small fare, 8000 pounds of fresh haddock, 1500 pounds of fresh cod and 2000 pounds of other kinds of fish.

The fare will not go on the market, but will be divided among the dealers who are interested in the craft, it being part of the agreement to take her catch at the market prices. The market is very dull today and some of the trips which arrived there yesterday and today will lay over until Tuesday of next week before selling.

A full account of the trip of the Spray was published in yesterday's TIMES. From the account, it would seem that the first trip could not be called a very encouraging one, but it would not be the part of wisdom to condemn this new method of fishing in these waters because the first trip was a practical failure.

Some months later, after the craft has been given a thorough trial, it can be told whether or not the method is suited for fishing in local waters. Anyone who knows Capt. Dexter Malone knows that the craft could not be in better hands, and that he will give her and the trawl a most thorough test and his judgment on the experiment which he will undoubtedly give later on, will be of interest to all vessel owners and fish dealers.

## FISHING BY TELEPHONE.

Possibly the time may come in this age of science in aid of commerce, when fishing schooners will locate schools of fish and even locate their character by telephone. Now surface alone serves to indicate to the lookout the presence of fish, but according to Telephony, a Norwegian has invented a telephone which transmits to a vessel all submarine sounds.

"The instrument" consists of a microphone in a hermetically sealed steel box. It is connected with a telephone on shipboard by electric wires, each sound in the water being intensified by the microphone. The inventor asserts that with its aid the presence of fish, and approximately their number and kind, can be recognized. When herrings or smaller fish are encountered in large numbers they make a whistling noise, and the sound made by codfish is more like howling. If they come near the submarine telephone their motion can be distinguished. The flow of water through the gills produces a noise similar to the labored breathing of a quadruped, and the motion of the fins produces a dull rolling sound.

## Mackerel Notes.

The imports of new salt mackerel at Boston to date are 36,165 barrels against 24,533 barrels at this time last year.

The shipments of Irish salt mackerel to America from Liverpool, England, have been 52,880 barrels against 54,937 barrels at this time last year.

## CANADA MAKES A DENIAL.

St. Johns, Dec. 23.—The colonial government, having been notified by the British cabinet that the Washington government had protested against the alleged seizure of an American herring fishing vessel and the robbery of or destruction of American nets, anchors and other fishing gear in Bay of Islands, has denied all of the allegations and asserts that no vessel was seized.

## MORE HERRING CARGOES.

### Three Have Arrived at This Port Since Last Report.

#### Dates of Recent Sailings from Bay of Islands.

Since last report three fares of herring have arrived here from Bay of Islands, N. F., two being salt herring in British vessels and the other a cargo of frozen herring in sch. Lottie G. Merchant.

The British crafts, schs. Defender and Colleraine, have not extra large fares, the former having 600 barrels in bulk and 600 barrels in barrels and is consigned to Reed & Gamage and the Colleraine has 1310 barrels and is consigned to Slade Gordon and Reed & Gamage. Both made fair passages and lost nothing.

Sch. Lottie G. Merchant came home in command of Capt. James Bowie and has 885 barrels of frozen and 74 barrels of salt herring. She left Bay of Islands last Sunday and Capt. Bowie reports a fair passage home, with no mishaps. Of this cargo, 200 barrels are natural frost, being the first natural frost herring to come from there this season.

The recent sailings from Bay of Islands are as follows: sch. Ralph F. Hodgdon, Dec. 18; sch. Lewis H. Giles, Dec. 21; sch. Edna Wallace Hopper, Dec. 16; sch. Georgie Campbell, Dec. 23; sch. Arbutus, Dec. 21; sch. Lucinda I. Lowell, Dec. 21. All have suit herring cargoes.

The following paragraphs are from the Western Star, Bay of Islands, of last Wednesday:

"This fishery has been about the same as last week, but it cannot in any sense be termed brisk. While some boats secured good catches daily, other boats got comparatively nothing and it looks doubtful if all the vessels will get their fares. Several cargoes of herring were despatched from here during the week, most of which went to Gloucester. The Americans are making a big bid for the frozen voyage, and are chartering all the vessels possible of British register. They are forbidden to freeze fish on shore and load them on vessels of American register, hence the reason of hiring our craft, so that they may have more room for erecting scaffolds, which are spread over the vessels from stem to stern. Present indications point to a shortage in the frozen voyage as well as in the salt bulk.

"Sch. B. G. Anderson, owned by Capt. W. Morris of Seal Rocks, which has been fishing herring here this fall, has been chartered by Gardner & Parsons of Gloucester, to load herring.

"Mr. M. McLean of Wood's Island has chartered the American vessel T. M. Nicholson to take a cargo of frozen herring to the American market. Mr. McLean has shown great pluck in venturing so largely in the herring industry this season.

"Sch. Robin Hood finished loading last Saturday night."

## DAILY TIMES FISH BUREAU.

### To-day's Arrivals and Receipts.

Sch. Cavalier, Gully, 30,000 lbs. fresh cod, 30,000 lbs. salt cod, 17,000 lbs. halibut.  
Sch. Paragon, Gully, 15,000 lbs. fresh cod, 12,000 lbs. salt cod, 16,000 lbs. halibut.  
Sch. Theodore Roosevelt, Gully, 20,000 lbs. salt cod, 6000 lbs. halibut.  
Sch. Lottie G. Merchant, Bay of Islands, N. F., 885 bbls. frozen herring, 74 bbls. salt herring.  
Br. sch. Colleraine, Bay of Islands, N. F., 1310 bbls. salt herring.  
Br. sch. Defender, Bay of Islands, N. F., 600 bbls. salt herring in bulk and 600 bbls. in barrels.  
Sch. Annie Greenlaw, South Channel, 35,000 lbs. fresh fish.

### Today's Fish Market.

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Salt trawl Georges codfish, \$5 for large, 4.00 for medium.  
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Fresh haddock, \$1.20.  
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Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.  
Fresh pollock, 70 cts. per cwt.  
Newfoundland salt herring, in bulk, \$4.50 per bbl.  
Newfoundland salt herring, barrelled, \$5.75 per bbl.

### Boston.

Sch. Mildred Robinson, 35,000 haddock, 10,000 cod.  
Sch. Helen B. Thomas, 4000 haddock, 2600 cod.  
Sch. Benj. F. Phillips, 16,000 haddock, 6000 cod, 10,000 hake.  
Sch. Tecumseh, 1000 haddock, 300 cod, 1500 hake.  
Sch. Massasoit, 2800 cod.  
Sch. Alice Geiger, 2000 haddock, 13,000 cod, 2000 hake.  
Sch. Gracie, 2500 cod.  
Sch. Hope, 10,000 haddock, 1000 cod.  
Sch. Yankee, 4500 cod.  
Sch. Hattie F. Knowlton, 8000 haddock, 2000 cod.  
Sch. Flavilla, 5000 haddock, 7000 hake.  
Sch. Galatee, 4000 haddock, 200 cod.  
Sch. Natalie J. Nelson, 45,000 haddock, 20,000 cod.  
Sch. Onato, 45,000 haddock, 30,000 cod, 3000 hake.  
Sch. Geo. E. Lane, 24,000 cod.  
Sch. Rose Standish, 700 haddock, 3300 cod.  
Sch. Jamee W. Parker, 25,000 haddock, 30,000 cod.  
Haddock, \$2 to \$4; large cod, \$3; market cod, \$1.75 to \$2; hake, \$1.25 to \$4.

### Fishing Fleet Movements.

Sch. Kenwood, with 8000 pounds of fish, was at Portland on Friday.

### Halibut Sales.

The fares of schs. Cavalier and Theodore Roosevelt sold to the New England Fish Co. and that of sch. Paragon to the American Halibut Co., all at 12 cents per pound for white and 8 cents for gray.

### Halibut at Boston.

The New England Fish Company has three cars of Pacific halibut at Boston this morning.